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## 81 NIFC AIRCRAFT AND CONTRACT LARGE TRANSPORT AIRCRAFT

Reference the **National Mobilization Guide**.

NIFC aircraft or large transport aircraft use the following Northern Rockies jetports:

State	Identifier	Pick Up/Drop Off points
ID	COE	USFS Airtanker Base 208-762-6912 / 208-762-6926
ID	LWS	Lewiston-Nez Perce County Airport 208-746-7962
MT	BIL	Edwards Jet Center 406-252-0508
MT	BTM	Butte Aviation 406-494-6694 Horizon 494-1705 or 1804
MT	BZN	Yellowstone Jet Center 800-700-5381
MT	GPI	USFS Airtanker Base
MT	GTF	Holman Aviation 406-453-7613(check construction status in 2006)
MT	HLN	Exec Air 406-442-2190
MT	MSO	Main Terminal (East Side) 406-728-4381
MT	WYS	Main Terminal
ND	BIS	Main Terminal Airport 800-453-4244
ND	FAR	Fargo Jet Center 701-235-3600 or 800-770-0538
ND	MOT	Minot General Aviation & Refueling Office 701-857-4738
WA	GEG	Spokane Airways Flightcenter 509-747-2017

### 81.1 FS – NIFC AIRCRAFT

Reference the **National Mobilization Guide**.

#### 81.1.1 AIRBORNE THERMAL INFRARED FIRE MAPPING AND DETECTION

Reference the **National Mobilization Guide**.

### 81.2 NIFC – LARGE TRANSPORT CONTRACT AIRCRAFT

Reference the **National Mobilization Guide**.

## 82 TACTICAL AIRCRAFT

### 82.1 FS LEAD PLANES

Reference the **National Mobilization Guide**.

See Appendix J of the Northern Rockies Mobilization Guide for NR Lead Planes.

#### ROSS Procedure:

“**Select Features**”: Always skip these.

“**Configuration Option**”: Keep the default “Catalog Item with Configuration” for all Lead Plane/ASM orders. The order will be filled with the aircraft tail # and roster would be the pilot. For example A-1 filled with LEADPLANE-165Z and A1.1 filled with Dave Stickler L-19.

#### AERIAL SUPERVISION AIRCRAFT

Reference the **National Mobilization Guide**.

See Appendix J of the Northern Rockies Mobilization Guide for NR Smokejumper and Lead plane Aircraft.

## 82.2 AIR TACTICAL AVIONICS TYPING

Reference the **National Mobilization Guide**.

## 82.3 SMOKEJUMPER AIRCRAFT

Reference the **National Mobilization Guide**.

See Appendix J of the Northern Rockies National Mobilization Guide for NR Smokejumper and Leadplane Aircraft.

See Ch. 22.4 for ordering Initial Attack Smokejumpers

Smokejumper aircraft duty hours are from 09:30 to 18:00 hours local time. Units will notify the NRCC when smokejumper aircraft are committed or unavailable for fire assignment due to mechanical problems, pilot out of duty time, etc. Units will notify the NRCC before using the aircraft for other than smokejumper/para-cargo use.

### Smokejumper aircraft in the Northern Rockies are:

MSO	N115Z	"Jumper 1-5"	16 pax	DC-3T	\$ 1254/hr
MSO	N179Z	"Jumper 7-9"	10 pax	SHORTS 330	\$ 1361/hr
WYS	N263MC	"Jumper 1-3"	8 pax	DORNIER 228	\$ 782/hr
S80	N83AR	"Jumper 1-4"	8 pax	TWIN OTTER	\$ 709 /hr

## 83 FEDERAL AIR TANKERS

See Appendix H of the Northern Rockies Mobilization Guide for Air Tankers

Air tanker days off will be in accordance with contractual requirements. Known airtankers days off are shown below. Units with air tanker bases will schedule the aircraft and pilot for duty from 09:00 until 18:00 local time. Units will notify the NRCC if other hours are scheduled such as: early morning fire activity, on 1-hour call due to inclement weather, air tanker experiencing mechanical problems, etc.

Tanker No.	AC Type	Day Off
T-00	P-3	Friday
T-05	P2V	TBA
T-06	P2V	Tuesday
T-07	P2V	Thursday
T-09	P2V	Monday
T-10	P2V	Monday
T-11	P2V	Sunday
T-12	P2V	Saturday
T-20	P-3	Sunday
T-21	P-3	Wednesday
T-22	P-3	Monday
T-23	P-3	Saturday

T-25	P-3	Tuesday
T-27	P-3	Thursday
T-44	P2V	Wednesday
T-48	P2V	Tuesday
T-55	P2V	Friday

When air tankers are dispatched, units will notify the NRCC with tanker number, dispatch time, fire name, and location via COMMIT mailing list within 15 minutes.

When Airtankers are ordered from NRCC the following priority criteria will be provided at the time of order. The information will be placed in the special needs block of ROSS or Block 13 of the aircraft resource order.

#### Values at Risk

**Human Life:** • Entrapment • Reinforce escape routes/safety zones • Other (Medvac, Highways, Recreation Areas)

**Property:** • Primary Residences • Seasonal Residences • Commercial • Outbuildings • Other (Cattle, Horses)

**Natural Resources:** • T&E Species • Wildlife Habitat • Grazing Allotments • Designated Critical Areas

Each unit may order the first air tanker directly from the dispatch unit of the **closest air tanker base**, as confirmed by CAN/IAMS. This includes Out-of-Area bases covered by formal agreement. If the closest air tanker base cannot fill the request (air tanker currently committed or on day off) then the unit must place the request with NRCC. If an air tanker is requested for initial attack Out-of-Area, the host unit must first call NRCC for coordinator approval, then follow up with a COMMIT message.

**ROSS PROCEDURES:** An Airtanker (A/T) may be ordered using the "**Minimum Information Needed**" as outlined in 24.1.1. When an A/T has completed its mission, is at an Air Tanker Base (ATB), or released...that A/T will be reassigned to a pre-position order that has been set up for the Dispatch Center currently hosting the A/T. For example, if T-66 is released from an incident on the Bitterroot N.F. and it is told to land at MSO and be available, Missoula Dispatch would reassign T-66 to a "Missoula Pre-Position" order. This will effectively show T-66 available to dispatch centers which include Missoula Dispatch in their selection area.

#### **Pre-Position**

An A/T will be ordered to a "Pre-Position" (Pre-Po) order. While on this order, the A/T will show available to the GACC and the dispatch centers which have the dispatch center in their selection area. Also, while on the Pre-Po, the A/T will be available to incidents and other Pre-Po orders. ROSS allows resources to be ordered from Pre-Po to Pre-Po, or Pre-Po to incident to Pre-Po, but when release time comes **CAUTION!!** If the A/T is on a Pre-Po, it cannot be released to its previous

Pre-Po...only to **home!!** However, it can be reassigned to another Pre-Po but must be ordered.

At the end of the flying day or sunset + 30 mins, all A/Ts will be placed on a Pre-Po order hosted by the dispatch center operating the ATB where the A/T is actually sitting. This will effectively show the GACC the location of all A/Ts within their geographic area at the end of the day.

### **83.1 SINGLE ENGINE AIR TANKERS (SEAT)**

The BLM has three exclusive use SEATs, one 800-gallon Air Tractor 802 based at Billings and two AT-802s based at Miles City. They will be available approximately July 10 to Sept 10. The Forest Service has an agreement to base two Idaho Department of Lands (IDL) exclusive use Air Tractor 802s, in Grangeville, ID. Availability dates are July 11 to September 12. Additionally IDL will base three AT-802s at COE.

There are additional SEATS available on call-when-needed AMD ARA's (Aircraft Management Directorate, Aircraft Rental Agreements) in the Northern Rockies. These aircraft should be ordered through established dispatch channels to the host units listed below.

<b>SEAT ARA Location</b>	<b>Dispatch Office</b>
<b>Missoula, MT</b>	<b>MDC</b>
<b>Ft. Benton, MT</b>	<b>LEC</b>
<b>Cooperstown, ND</b>	<b>NDC</b>

A map of predesignated SEAT bases is located in Appendix P.

**ROSS Procedure:** When ordering SEAT aircraft include elevation of fire in Special Needs block.

## **84 HELICOPTERS - EXCLUSIVE USE**

Reference the **National Mobilization Guide**.

### **84.1 TYPE 2 EXCLUSIVE USE HELICOPTERS**

Reference the **National Mobilization Guide**.

### **84.2 TYPE 2 NATIONAL USE HELICOPTERS**

Reference the **National Mobilization Guide**.

DILLON	B205A1++	AEROWEST N6288Y	approx. 7/16 – 10/12
MISSOULA	B205A1++	WORLDWIND N_____	approx. 7/13 – 10/11

### **84.3 TYPE 1 EXCLUSIVE USE HELICOPTERS, STANDARD CATEGORY**

Reference the **National Mobilization Guide**.

### **84.4 TYPE 1 EXCLUSIVE USE HELICOPTERS, LIMITED CATEGORY**

Reference the **National Mobilization Guide**.

HELENA	S61	CARSON	N7011M	90 DAYS
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COEUR d'ALENE S64 EVERGREEN N6979R 90 DAYS

#### 84.5 HELICOPTERS

See Appendix L and M of the Northern Rockies Mobilization Guide for NR helicopters.

Units with exclusive use helicopters can schedule hours of duty to meet their local needs.

Units may furnish/order helicopter support to/from adjacent units/cooperators using the neighborhood policy. All other orders for helicopter support will be made through the NRCC.

As a minimum for local use, a qualified helicopter manager will be dispatched with each Type III helicopter during the fire season. The ordering unit may be required to furnish a qualified helicopter manager during any optional use period.

As a minimum for off-unit use, unless otherwise specified, the following will be dispatched with each Type III helicopter:

Helicopter Manager + two helicopter crew members (with PPE and radios)  
 Service Truck  
 Bucket  
 Cargo Net  
 Long-Line

**It is mandatory that the Call When Needed (CWN) helicopters and managers marry up at an off-incident site before the helicopter proceeds to an incident.**

#### ROSS Procedure:

**“Select Features”:** Always skip these.

**“Configuration Option”:** Keep the default “Catalog Item with Configuration” for all helicopter orders. This is designed for ordering an exclusive use helicopter and the module will be filled as “Subordinate Requests” A-1.1, A-1.2, etc. If a CWN ship is available, then “Support Requests” for the module (which generates O#s) should be added to the “A” request by any unit in the ordering chain (preferably by the requesting unit to fill with closest forces).

**“Special Needs” Block:** Always put the HELM O#, Name and ETA, and include the elevation, temperature and lift requirements if a high performance ship is requested.

## 84.6 MONTANA DEPARTMENT NATURAL RESOURCES & CONSERVATION (DNRC) AIRCRAFT

### Annual (January 1 – December 31) State (DNRC) Aircraft Assignment:

<b>Time Period (Approximate)</b>	<b>Location</b>
January to June (Pre-Field Assignment)	State Aviation Support Facility (Helena)
June through September (Field Assignment) Dispatch/Coordination Offices	Various
Oct through Dec (Post-Field Assignment)	State Aviation Support Facility (Helena)

#### DNRC fixed-wing aircraft and duty stations during field assignments:

Central Land Office – Helena

**67M** – Cessna 180

Southwestern Land Office – Missoula

**12B** – Cessna 182

Northwestern Land Office – Kalispell

**91M** – Cessna 185

#### DNRC helicopters and duty stations during field assignments:

Central Land Office – Helena

**Helicopter 95M** – UH1H - Carded for 8 seats

Southwestern Land Office – Missoula

**Helicopter 98M** – UH1H - Carded for 8 seats

Northwestern Land Office – Kalispell

**Helicopter 94M** – UH1H - Carded for 8 seats

#### DNRC Statewide Resource helicopters and duty stations:

Air Operations/Fire & Aviation Management Bureau

**Helicopter 87M** – UH1H – Helena (Host Dispatch is Miles City Dispatch)  
Carded for 8 seats

**Helicopter 88M** – UH1H – Helena (Host Dispatch is Miles City Dispatch)  
Carded for 8 seats

**Helicopter 84M** – Bell 206 III Jet Ranger – Helena (Host Dispatch is Miles City Dispatch)  
Carded for 5 seats

**Helicopter 92M** – Bell 206 III Jet Ranger – Helena (Host Dispatch is Miles City Dispatch)  
Carded for 5 seats



State fire managers may order 87M, 84M, and 92M via their zone dispatch center with a direct order to the **aircraft's host dispatch center**. Orders will generally be filled on a "first-come-first-served" basis unless other circumstances concerning the statewide fire situation and values at risk dictate otherwise. All uses of State of Montana aircraft will comply with Public Law (103-114).

The ordering incident must provide or order appropriate helicopter management and support personnel. A helicopter module is not required for dispatch. However, a helicopter manager must be assigned to and meet the aircraft prior to arrival at the incident. During initial action, all agencies (federal, state, local, and tribal) accept each other's standards. Once jurisdiction is clearly established, then the standards of the agency with jurisdiction prevail.<sup>1</sup> In the case of a wildfire under state protection responsibility employing federal personnel, the ordering incident must provide a NWCG Certified helicopter manager and helicopter module.

These aircraft may not be reassigned to non-state fire protection wildfires unless NWCG Certified management and operations personnel and equipment are supplied.

When ordering DNRC helicopters, please refer to Public Law Decision Matrix (Public Law 103-411) and see Appendix S of the Northern Rockies Mobilization Guide.

Questions regarding State of Montana aircraft should be addressed to Chuck Brenton, DNRC Chief Pilot, 406 444-0747.

#### **84.7 Emergency Medical Services (EMS) Helicopters**

See Appendix D of the Northern Rockies Mobilization Guide for NR EMS aircraft.

Emergency Medical Services (EMS) helicopters are available throughout the Northern Rockies Area. Locations and dispatch phone numbers are located in Appendix D. The NRCC website has links to the [NR Mobilization Guide](#) with appendices, and all aircraft forms. The EMS Helicopter Ambulance Request Information sheet is located in the forms section of Chapter 20, Form 28.18. EMS helicopters may be ordered by a local unit from the closest available resource. Payment for EMS helicopters used to transport Government employees (State and Federal) is covered under Workers' Compensation Programs (APMC, OWCP, etc.). Refer to the Interagency Incident Business Management Handbook (NWCG Handbook #2) for specifics.

Emergency medical helicopter services for private citizens should be coordinated through local law enforcement officials and/or the local line officer.

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<sup>1</sup> National Wildfire Coordinating Group memo March 22, 2004 – Qualification Standards During Initial Action

## 84.8 MILITARY ASSISTANCE TO SAFETY AND TRAFFIC (MAST) HELICOPTERS

Dispatch procedures for ordering MAST services:

1. Use the Military only when private/contract services cannot be provided to perform the mission.
2. Use the EMS Helicopter Ambulance Request Information form in Chapter 20, Form 28.18. The NRCC website has links to the [NR Mobilization Guide](#) with appendices, and all aircraft forms.
3. Orders for MAST services will be made through the NRCC which will contact Langley AFB with mission information.
4. The NRCC will make "unofficial contact" with the unit which will provide the service, and give them the mission information.
5. Determine radio frequencies to be utilized and flight following procedures. The military helicopters are restricted to VHF-AM communications. An aerial platform may be a necessary link for flight following communications.
6. The use of MAST helicopters for private citizens will normally be initiated by local law enforcement officials coordinated with the local line officer. The role of NRCC will be one of advice, assistance and support.
7. The use of MAST helicopters for assisting in the search and rescue for downed-aircraft is coordinated through the State Department of Aeronautics, Langley AFB, Langley, VA 800-851-3051.

Helicopters can be dispatched with a flight surgeon if requested or may be used in conjunction with EMS helicopters. Military services available in the Northern Rockies Area:

1. Fairchild AFB, Spokane WA. 36<sup>th</sup> Rescue Flight: UH1N helicopters (Bell 212) available with 240 feet of hoist cable and winch system.

Contact Phone Numbers:

509-247-2427 (0730-1630)  
509-247-2428 (0730-1630)  
509-247-2216 (0730-1630)  
509-247-4051 (after hours/weekends)

2. Malmstrom AFB, Great Falls, MT. 40<sup>th</sup> Helicopter Flight: UH1N helicopters (Bell 212) available with 240 feet of hoist cable and winch system.

Contact Phone Numbers:

406-731-3250 or 3257 (0730-1700)  
406-731-3801 Command Post  
406-731-7751 Hot Line (after hours/weekends)

**84.9 MONTANA NATIONAL GUARD HELICOPTERS**

The Montana National Guard (Helena, Montana) has UH60 Blackhawk helicopters and CH47 Chinook helicopters that may be available to support emergency operations. These aircraft are ordered via the NRCC to the Montana Emergency Operations Center only after conventional sources for helicopter resources have been exhausted and emergency declarations authorizing their use issued by the Governor of the State of Montana are in effect.

Contact Phone Numbers:

Emergency Operations Center

24 hours 406-324-3170

Army Aviation Support Facility – 406-324-3055 (Flt Operations Specialist)

Montana Department of Emergency Services (DES)

Administrator 406-841-3953, fax 406-841-3965

24 hours 406-841-3911

**85 AIR TANKER COORDINATOR / AIR TACTICAL GROUP SUPERVISOR**

See Appendix F of the Northern Rockies Mobilization Guide for NR Air Attack approved aircraft.

Only qualified Air Tanker Coordinators and Air Tactical Group Supervisors will direct air tanker operations from the air, utilizing approved aircraft with mandatory communications equipment. Recon/air patrols will limit their proximity and instructions to identification of the correct fire and vacate the airspace prior to drop.

**85.1 DISPATCHING**

Lead planes, like air tankers, may be ordered directly from the dispatch unit of the closest Airtanker Base (ATB) as confirmed by CAN/IAMS. If the closest ATB cannot fill the request, place the request through the NRCC. This year it is expected that MDC will have two lead planes assigned in Missoula.

Lead planes assigned to alternate air tanker bases on extended duty will be dispatched by the dispatch center responsible for that air tanker base. For these aircraft, the NRCC must approve all non-lead plane/air attack missions. When lead planes are dispatched, units will notify the NRCC with lead plane number, dispatch time, fire name and location via COMMIT mailing list within 15 minutes. Lead planes/ASMs will be placed on a Pre-Position Order if they remain over night at an alternate base.

**85.2 USE**

**Startup/Cutoff Times.** To reduce the hazards to large air tanker operations posed by shadows in the early morning and late evening hours, limitations have been placed on times when air tankers may drop on fires. Note that the limitations apply to the time the aircraft arrives over the fire and conducts its dropping activity, not the time the aircraft is dispatched from its base. Dispatchers and Air Tanker Base Managers, in consultation with Air Tanker Coordinators or Air Tactical Group Supervisors, are mutually responsible for ensuring these limitations are not exceeded. The following shall apply:

A. **Aerial Supervision Optional.** Air tankers may be dispatched to arrive over the fire under normal agency aerial supervision policy, provided that the aircraft's arrival is between 30 minutes after official sunrise and 30 minutes before official sunset.

B. **Air Tactical Group Supervisor or Air Tanker Coordinator Required.** A qualified Air Tactical Group Supervisor or Air Tanker Coordinator is required on scene if the air tanker's arrival over the fire and its dropping activity shall occur during:

1. The period from 30 minutes prior to official sunrise to 30 minutes after official sunrise; or,
2. The period from 30 minutes prior to official sunset to 30 minutes after official sunset.

**Air Tanker Dispatch Limitations - Startup/Cutoff Times**

30 MINUTES PRIOR TO SUNRISE <div style="text-align: center;">U N T I L</div> 30 MINUTES AFTER SUNRISE	30 MINUTES AFTER SUNRISE TO 30 MINUTES PRIOR TO SUNSET	30 MINUTES PRIOR TO SUNSET <div style="text-align: center;">U N T I L</div> 30 MINUTES AFTER SUNSET
AIR TACTICAL GROUP SUPERVISOR OR AIR TANKER COORDINATOR REQUIRED	NORMAL AGENCY POLICY ON SUPERVISION APPLIES	AIR TACTICAL GROUP SUPERVISOR OR AIR TANKER COORDINATOR REQUIRED

C. **Other Situations Requiring Lead Planes/ASMs.** Lead planes shall be utilized in the following conditions:

- a. Retardant drops in populated/congested areas require that a lead plane be ordered.
- b. Retardant drops on an ongoing fire utilizing two or more air tankers require the use of a lead plane when it is available.
- c. Retardant drops on a complex fire with a variety of air resources that may be operating simultaneously (air tankers, smokejumper aircraft, helicopters) require the use of a lead plane when it is available.

When available within the Northern Rockies, a lead plane will be dispatched any time air tanker resources are dispatched to a fire except for fires on IDL lands. Initial attack by a qualified initial attack air tanker pilot should not be delayed, however, because of a lack of a lead plane in the area. In the event there is a shortage of lead planes, the NRCC Coordinator will assess the fire situation and lead plane availability at that time and assign priorities. Where

lead planes are appropriate but not available, Air Tactical Group Supervisors (ATGS) shall be assigned in their place.

**D. Situations Where an ATGS is Strongly Recommended.** Units should utilize an ATGS in addition to lead planes when:

1. Two or more air tankers are dispatched to the same fire or fire danger is very high to extreme.
2. More than two aircraft are involved in a sustained air operation.
3. Aviation resource prioritization is necessitated due to incident complexity or multiple incident responsibilities.
4. Airspace Restrictions are in place over the incident(s).
5. Post storm detection flights are conducted following storms with a high probability of having caused new ignitions. Consider the following options:
  - a. ATGS and aerial observer in same aircraft.
  - b. ATGS and aerial observer in separate aircraft - ATGS works priority initial attack fires while aerial observer completes detection flight.

Only aircraft equipped with two VHF-AM radios; one having a minimum of 760 channels and one aeronautical VHF-FM Transceiver shall be used for Air Tactical work. All patrol or recon aircraft must vacate air space over a fire to which initial attack aircraft have been dispatched.

**E. Prepositioning Air Tactical Group Supervisors for Initial Attack.** Units should consider prepositioning an ATGS for initial attack when fire behavior analysts and meteorologists forecast above normal new fire starts and/or rapid fire spread with new starts. Following are indicators:

1. Lightning Activity Level forecast - 4 or higher.
2. Probability of Ignition - usually 50% or more, may vary locally.
3. Haines Index forecast - 5 or higher.
4. High winds forecasted.
5. More human caused fires are expected (holidays).
6. Initial attack resource numbers are low and must be dispatched to priority fires only.

Unit managers should plan in advance so that a rapidly escalating initial attack situation does not develop into an unsafe or inefficient operation. In particular, aerial observers

should not be overloaded with tasks beyond their level of expertise. Aerial observers include people on detection flights or fire managers on reconnaissance flights.

In cases where an ATGS is assigned from out of the local area, efforts should be made to assign an individual familiar with the area and having knowledge of local fuel types and fire behavior to assist the ATGS with navigation and fire location.

When an ATGS is prepositioned, every effort should be made to assign a trainee. This is an excellent opportunity to train a local unit person. ATGS and aircraft will be placed on a Pre-position Order if remain over night at an alternate base.

## **86 AIRCRAFT ACCIDENT AND INCIDENT INVESTIGATION**

All minor and major aircraft accidents and incidents will be reported by the unit authorizing or responsible for the flight. Report all information required to fill out the designated agency aircraft accident/incident form (SAFECOM), to the appropriate unit aviation officer or dispatcher who will, in turn, immediately forward to the Agency Aviation Officer.

The pilot of the aircraft is responsible to immediately notify all agencies required by applicable FAR's when an accident occurs.

The Agency Aviation Unit and Contracting Officer (if applicable) shall be consulted, prior to using any aircraft that has been involved in an accident or incident to insure that all deficiencies have been corrected and the pilot/aircraft have been approved for further use.

**Center managers will review their office copy of the Aircraft Crash, Search, and Rescue Guide quarterly in Jan, Apr, Jul, and Oct for currency.**

## **87 AIR TRAFFIC CONTROL**

### **87.1 TEMPORARY FLIGHT RESTRICTIONS 91.137**

In order to better control air traffic and to enhance aviation safety over an incident or project, the Federal Aviation Administration may be requested to issue a Notice to Airmen (NOTAM) which is generally issued as a Temporary Flight Restriction (TFR) (Refer to the *Interagency Airspace Coordination Guide*, chapter 6 for details pertaining to airspace restrictions). Airspace restrictions are ordered as an ("A" number) Aircraft request in ROSS through the NRCC. In addition, fill out and forward the Interagency Request for Temporary Flight Restriction form found in Chapter 20, form 28.23. The NRCC website has links to the [NR Mobilization Guide](#) with appendices, and all aircraft forms.

Report TFR violations to the Air Route Traffic Control Center (ARTCC) from which the TFR had been issued. Be prepared to give the following information: NOTAM number, aircraft type, color, N number and altitude if known. Have the incident Safety Officer or Unit Aviation Officer report the intrusion to the Flight Standard District Office (FSDO) as well as file a SAFECOM.

MT Helena FSDO 800-457-9917

ID	Boise FSDO	208-387-4000
ND	Fargo FSDO	701-232-8949

Whenever there are flight restrictions in effect in the Northern Rockies Area, the NRCC will send a report out daily to dispatch centers which includes NOTAM #, latitude, longitude, radius, elevation and contact radio frequency for each restriction.

Listed below are local Flight Service Stations in the Northern Rockies for solving immediate problems. Call the station nearest you. Numbers listed are administrative -- not for pilot briefing.

WASHINGTON	Seattle FSS	206-658-6607	Fax 206-658-6644
MONTANA	Great Falls FSS	800-437-1632	Fax 406-761-4815
IDAHO	Boise FSS	208-332-0246	Fax 208-332-0254
NORTH DAKOTA	Grand Forks FSS	701-780-9104	Fax 701-772-2628

## **87.2 NEWS MEDIA AIRCRAFT**

Refer to the Interagency Airspace Coordination Guide (Chapter 6, Section 3, Part I.5) for details governing media flights into restricted airspace over an Incident.

## **87.3 COMMUNICATIONS/ FREQUENCIES**

The Northern Rockies Geographic Area has been divided into 14 Initial Attack Communication Zones (IACZ). The boundaries of these zones roughly identify initial attack areas for the centers that manage each frequency. The zone boundaries and frequencies are printed on the IACZ map distributed by the NRCC. Copies of the map are available from each dispatch center and the NRCC.

See Appendix A of the Northern Rockies Mobilization Guide for the NR IACZ chart and map.

### **Procedure to Obtain Additional FAA VHF-AM AIR-AIR Frequencies**

When aircraft communications cannot be handled by existing fire and air operations frequencies, emergency temporary frequencies may be ordered. These temporary emergency frequencies are ordered through the NRCC as an Aircraft request in ROSS.

No tactical aircraft (air tankers, lead planes, air tactical aircraft, smokejumper/paracargo aircraft, helicopters, etc.) will operate (or continue to operate) on fires without proper radio communications.

Because the Air to Air Initial Attack Communication Zone (IACZ) Map zones do not correspond to actual dispatch zone boundaries, overlap occurs between these two zones. To facilitate basic frequency management, a dispatch center will be designated to manage the AAIACZ frequency for each zone.

The assignments are:

DISPATCH CENTER	IACZ
<b>GVC</b>	<b>Camelback Zone</b>
<b>CDC</b>	<b>Larch Mtn Zone</b>
<b>FDC</b>	<b>Wapiti Mtn Zone</b>
<b>DDC</b>	<b>Dillon Zone</b>
<b>HDC</b>	<b>Butte Zone</b>
<b>BZC</b>	<b>Bozeman Zone</b>
<b>LEC</b>	<b>Malta Zone</b>
<b>BDC</b>	<b>Emma Butte Zone</b>
<b>NDC</b>	<b>Minot Zone</b>
<b>NDC</b>	<b>Mandan Zone</b>
<b>NDC</b>	<b>Devils Lake Zone</b>
<b>NDC</b>	<b>Jamestown Zone</b>
<b>MCC</b>	<b>South Dakota SD01 Zone</b>
<b>MDC</b>	<b>Mt. Werner Zone</b>

Aircraft will identify themselves by make and aircraft "N" number except for those specialty aircraft with assigned agency identifiers. ASMs will identify themselves by their "Bravo" numbers and Leadplanes by their "Lead" numbers.

Special use aircraft such as smokejumper, air tactical, and those used for fire detection will have an aeronautical VHF-FM Transceiver and two VHF-AM radios, one of which must be 760 channels.

Air Guard (168.625 MHz) shall be constantly monitored by a dedicated receiver in all aircraft in the vicinity of an incident or during initial attack. Scanning of Air Guard is not acceptable over an incident or during initial attack.

Pilots shall monitor Air Guard and assigned VHF-AM frequency when in the vicinity of an incident. Air Guard is a National frequency utilized to contact aircraft while in flight. A separate receiver in the aircraft permits monitoring of this frequency at all times to accomplish quick reaction to emergency or changing conditions. Base stations and repeaters require specific approval and a radio frequency assignment (168.625 MHz) at each location. Fire cache portables have this frequency on channel 14 for the purpose of emergency correction of aerial delivery, aerial evacuation, and general safety. Authorized Radio Technicians and Communication Unit Leaders may install this frequency in other portable radios. Ground-to-ground or other daily routine operational use of this frequency is prohibited.



Conditions for use of Air Guard are:

- A. Genuine emergency use between aircraft and between fire ground crews and aircraft.
- B. To correct or update critical navigation and/or communication information.
- C. Emergency contact with aircraft to identify proper frequency.
- D. Long distance dispatch/recall/redirection of aircraft that have exceeded range of other dispatch capabilities.

See Appendix A of the National Mobilization Guide for the NR Frequency Guide.

#### **87.4 BOUNDARY ZONE AIR OPERATIONS**

Incidents that occur on or near unit boundaries require increased coordination and management emphasis for integrated air operations concerning flight routes, TFR's, communications/frequency assignment, and resource assignment.

The priority concern in a boundary fire situation involving aircraft is to first ensure airspace safety. Determining the exact location, fire behavior, or additional resource needs should be secondary to this principle. The following measures are critical to the safety of air resources.

##### **Boundary Zone Airspace Coordination Plan**

To mitigate the inherent mid-air danger of multiple aircraft sharing the same airspace while on different radio frequencies; and in recognition that this situation is potentially created whenever aircraft operate near the often "invisible" boundaries of different assigned frequency zones; aircraft and Dispatch Centers will implement the following procedures:

- A "boundary zone" (example: 2 nautical miles) on each side of dispatching jurisdiction boundaries should be pre-identified by depiction on Flight Hazard Maps.
- Prior to entering the boundary zone, aircraft will notify their respective dispatch center of their intent to enter the boundary zone. Aircraft will not enter the boundary zone until they have been assured that any airspace conflicts have been mitigated.
- Dispatch will contact the adjoining unit/agency Dispatch to notify of aircraft under their control within the boundary zone, request location information on any adjoining unit aircraft in the area, and relay locations of other adjacent aircraft.
- Aircraft will confirm their location while within this boundary area through normal flight following procedures with Dispatch.

- Aircraft within the boundary zone will monitor VHF-AM Multicom frequency (122.900) for initial contact with other aircraft. This use of Multicom is to provide a common Air-to-Air frequency for all aircraft, including general aviation, but is not intended for use as a tactical frequency. Pilots are also encouraged to provide occasional call-in-the-blind position reports on 122.900.
- When aircraft are flight following at a local level (i.e. district or incident) the local area contact shall contact the local dispatch center informing them of the status of boundary zone flight operations. The local dispatch center shall then inform the adjacent dispatch center of the boundary zone operations.
- Aircraft within boundary areas should also be provided assigned Air-to-Air and Air-to-Ground frequencies of the adjoining unit/agency.
- It is critical for adjoining Dispatch Centers to identify as soon as possible which unit's tactical frequencies (both A-A and A-G) or discrete frequencies will be assigned for use on those incidents which are near, on, or overlap unit boundaries.
- Dispatch offices will notify adjoining dispatch offices when the status of an incident changes (i.e., change in number of aircraft, TFR requests).
- Agency aircraft that do not have avionic capability to utilize Multicom or adjoining unit Air-Air frequencies, or cannot establish radio contact for any other reason with aircraft known to be in the vicinity, shall immediately withdraw from the area.

**UNITS SHARING A BOUNDARY WITH ANOTHER ADMINISTRATIVE UNIT SHALL IMPLEMENT THE FOLLOWING WHEN APPROPRIATE:**

- A. When aircraft resources from two or more adjoining Units are being committed to the same general area within the boundary zone:
  1. Prompt initiation of a joint or shared Air Tactical Supervisor (Air Attack) will be considered.
  2. If adjacent unit aircraft are known to be in the boundary zone, the approaching aircraft will establish air-to-air contact before entering the general area.
  3. For an incident in progress, use of airtankers will be coordinated between adjoining dispatch centers.
- B. The identification of joint-use airspace, or the possible need for a TFR within or overlapping the boundary zone will be negotiated between adjoining Dispatch Centers with input from the Unit Aviation Officers to establish safety control measures, or implement a TFR. The use of an area defined by terrain features (e.g., rim-to-rim concept) should be strongly considered when establishing

incident management, initial attack, or airspace frequency areas. If possible, these areas should also be aligned with the TFR dimensions.

- C. For joint-use airspace situations, the involved Dispatch Centers will identify a common aircraft frequency. This could be one of the unit's assigned air-to-air frequencies, or a discrete frequency if a TFR is established, but must be identified prior to launching aircraft.
- D. During large fire operations, the initial attack area assigned to an Incident Management Team and the associated air travel routes within the boundary zone will be shared with the adjoining Dispatch Centers. When transitioning between incident management teams, the local unit aviation officers must ensure that this information is passed onto the incoming team players.
- E. The Dispatchers will be responsible for keeping their respective Fire Staff, Unit Aviation Officers and local aviation resources informed of emerging fire situations in adjoining areas.
- F. It is important that Dispatcher and Unit Aviation Officer input be included in Fire Staff considerations for management of adjoining project fires.

#### **87.5 FIRE TRAFFIC AREA (FTA) – the 3 C's**

In an attempt to develop a firm Interagency, standardized operating procedure (SOP) for aviation operations over Wildland fires, the 3 C's will be implemented before any aircraft enters the airspace within a 7 nautical mile ring around the fire location point.

The 3 C's:

- **COMMUNICATIONS- ESTABLISHED**
- **CLEARANCE- RECEIVED AND UNDERSTOOD**
- **COMPLY- COMPLY WITH THE CLEARANCE. IF YOU CANNOT, REMAIN CLEAR OF THE FTA UNTIL YOU RECEIVE AN AMENDED CLEARANCE THAT YOU CAN COMPLY WITH.**

IF COMMUNICATIONS ARE NOT ESTABLISHED, HOLD AT THE 7NM NOCOM RING UNTIL THEY ARE ESTABLISHED.

At a 12 nautical mile ring out, about 5 minutes out, aircraft will use an "initial check in", for contact and clearance in to the Fire Traffic Area. At a 7 Nautical mile ring out (NOCOM), about 3 minutes out, will be the point at which the pilot will need to remain clear of the FTA if he or she has not been able to make contact with the controlling aircraft, or has not been given clearance to enter the FTA.

The controlling dispatch center may be the unit of contact to establish what aircraft have been sent to a new start.

### **87.6 SUNRISE/SUNSET TABLES**

The tables should be maintained at the local dispatch center and available as needed. The tables are available on the internet at [www.usno.navy.mil](http://www.usno.navy.mil). Select rise/set under the Astronomical Applications Department